



# The China Mail.

ESTABLISHED 1845

**M. MUMBYA**  
JAPANESE PHOTOGRAPHER  
All kinds of Photography  
Work done in latest style  
DEVELOPING AND PRINTING  
AMATEURS & PROFESSIONALS  
No. 10, QUEEN'S ROAD  
CENTRAL

No. 15,464

號九十月一十年二十一日九千一第

HONGKONG, TUESDAY, NOVEMBER 19, 1912

子壬戌年元國民華中

PRICE, 35.00 Per Month

## Mrs. ELLEN'S CELEBRATED Poudre - Charmante -

A delicately perfumed  
face powder of the  
highest quality and  
purity.

Price \$1.00 per box.

SOLE AGENTS:  
**A. S. WATSON & Co., Ltd.**  
CHEMISTS, DRUGGISTS AND  
PERFUMERS  
TO HIS EXCELLENCY THE  
GOVERNOR.

## POPULAR ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:  
**Mitsui Bussan Kaisha.**  
Hongkong, January 3, 1912.

### PROGRESS IN THE NEW TERRITORIES.

Within three months of the laying of the corner-stones, the new Chapel-School at Lum Tsun has been erected. This expedition has been chiefly due to the push and energy of the Rev. H. R. Wells and Mr. Wong. On Saturday a large company of Europeans from Union Church and Chinese from Lum Tsun. They found a neat building of thoroughly substantial structure with a brightly pleasing interior, capable of seating about 200 people. The doorway had pairs of tablets with suitable inscriptions. The first pair at the main entrance read thus:—The Truth is proclaimed throughout the world. The Light has reached Lum Tsun. These tablets were presented by the neighbouring villagers led by groups of Chinese Christians in other parts of the Leased Territories.

After refreshments had been served all assembled at the main entrance. Rev. O. H. Hickling then opened the door, dedicating the building to the worship of God for His greater glory in the enlightenment and salvation of man.

The Opening Service was conducted by Pastor Cheung Chuk Ling. Taking various parts were Revs. T. W. Pearce, O. H. Hickling, H. T. Caren, Mr. Wong and the L. M. S. Evangelist from Wanchai. The congregation crowded the building in every corner. In addition to the tablets gifts of chairs and a clock were presented by the Christians at Lum Tsun and On Long respectively. The whole of the proceedings were marked by deep thankfulness and fervid hope. The New Territories Society, of which Dr. Alice D. Sibree is Hon. Treasurer, purposes erecting other Chapel-Schools as funds permit. In several places the local Christians are subscribing regularly and liberally for these—Contributed.

### PNEUMONIA.

YOU never heard of anyone who used Chamberlain's Cough Remedy having pneumonia and millions of bottles of that remedy are sold every year. Pneumonia is undoubtedly a germ disease, and this remedy cleans out the culture body that form in the throat and bronchia tubes and develop the germ of that disease. For sale by all Chemists and Storekeepers.

### BUSINESS NOTICES.

#### TELEGRAM

Received on 11. 11. 12. from LONDON.

'We beg to inform you ROYAL WARRANT AWARDED

our Company for Milk.



**MILKMAID** STERILIZED NATURAL MILK  
EVAPORATED CREAM.

On Sale at All Stores.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON.		CANTON TO HONGKONG.	
THURSDAY, 21st NOVEMBER.			
8.00 A.M. 'HEUNGSHAN.'		8.00 A.M. 'HONAM.'	
10.00 P.M. 'HONAM.'		5.00 P.M. 'FATSHAN.'	
WEDNESDAY, 20th NOVEMBER.			
8.00 A.M. 'HONAM.'		8.00 A.M. 'FATSHAN.'	
10.00 P.M. 'FATSHAN.'		5.00 P.M. 'HEUNGSHAN.'	

HONGKONG-MACAO LINE.	
S.S. 'SUI TAI' Tons 1851.	S.S. 'SUI AN' Tons 1851.
HONGKONG TO MACAO.	
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.	
Sundays, at 8 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.	

**EXCURSION TO MACAO.**  
SUNDAY, 24th NOVEMBER.  
The Company's Steamship "HEUNGSHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.  
This steamer connects with the excursion steamer returning from Macao at 5 p.m.  
FARES AS USUAL.  
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.	
S.S. 'HOI-SANG' 457 Tons.	
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.	
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 P.M.	

**CANTON-WUCHOW LINE.**  
S.S. 'SAINAM' 588 Tons. and S.S. 'NANNING' 568 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANUI' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.  
Further particulars may be obtained at the Office of the  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANSIONS (First Floor),  
Opposite the Blake Pier.

## ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL)  
QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms, excellent cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

## CHEN KWONG & CO., LD

GENERAL IMPORT & EXPORT.

CANTON  
LARGE WHOLESALE & RETAIL  
STORE:  
FURNITURE, Draperies, Groceries, Boots and Shoes.  
Makers of Jewellery, Lacquered, Crockery Ware.  
Ironmongery, Wine and Spirits.  
Foreign Clothes for gentlemen made to order by our own tailors.  
Large assortment of Chinese Silks and Foreign Goods of every description.  
All goods sold at reasonable prices.  
The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET  
CANTON  
Nos. 237, 239, Des Vaux Road  
and No. 120, Connaught Road Central.  
Tel. No. 811. Hongkong.

## SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, Central Market (2nd Street, West of His Loone Street) Telephone No. 515. Hongkong September 4, 1909.

## THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure.  
FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT  
Noted for its First Class Cuisine and Perfection of Service.  
Under the Personal Management of O. E. OWEN, Proprietor.  
Telegraphic Address: 'GRAND', Hongkong.  
Telephone No. 812.

### BUSINESS NOTICES.

## P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THE THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
WILL LEAVE HONGKONG ON MARCH 29th, 1913, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES . . . . . APRIL 26th.  
LONDON . . . . . MAY 13th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON—  
1st SALOON £71.10 SINGLE; £108.14 RETURN.  
2nd " 248.8 " 572.12

For Further Particulars, apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, September 2, 1912.

## When the Hair Gets Dry and Brittle

when dandruff increases and the hair shows a tendency to fall out  
That is the time to use our

## Victoria Hair Wash.

A true tonic for the hair, a food for the scalp and a cure for scalp diseases.  
\$1.00 per bottle.

PREPARED ONLY BY THE

## VICTORIA DISPENSARY,

32, Queen's Road Central.

## THE LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY, ROLLING STOCK of every description  
Floors in the design and manufacture of  
PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL  
RAILWAY WAGGONS.

The Underigned have been appointed Sole Agents in Hongkong and China

## The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.

AGENTS, BUTTERFIELD & SWIRE

Hongkong, October 5, 1911.

## Queen Mary and King George

## Chocolates in Tins.

New Consignment.

## Weismann, Limited.

Hongkong, July 30, 1910.

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A-LA-CARTE GRILL ROOM.

J. H. TAGGART, Manager.

## PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.  
Anjoining the Tramway Terminus, 1,400 feet above Sea Level.  
Open to the South Wind in Summer and protected from the North-east Wind in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.  
Rates—From 65 per day. Meals. Telephone Add: 'Peak'.  
Town Office. Des Vaux Road.  
Hongkong February 8, 1908.

## GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION  
AND CLEANLINESS.  
CULINARY UNDER EUROPEAN SUPERVISION.  
ELECTRIC LIGHT & FANS THROUGHOUT.  
F. REICHMANN, Proprietor.

### BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD.

## PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

## Shewan, Tomes & Co.,

GENERAL MANAGERS

## FAIRALL & CO.

## BALL SEASON.

ARE SHOWING A LARGE VARIETY OF  
EVENING GOWNS, COATS  
in Cloth and Silk

Gloves, Shoes, Silk Stockings, Hair  
Ornaments, Scarves and Flowers.

No. 2, PEDDER STREET.

Telephone 644



IS AN INVALUABLE LIQUID FOOD IN THE FORM  
OF A DELICIOUS BEVERAGE.  
FOR STRENGTH, PURITY AND NOURISHMENT.  
THERE IS NOTHING SUPERIOR TO BE FOUND  
MEDICAL OPINION



IS A HIGH-CLASS COCOA WITH A DISTINCTIVE  
FLAVOUR DEVELOPED BY A SPECIAL PROCESS.  
PREPARED BY CADBURY'S FROM THE  
FINEST COCOA.

Hongkong, Dec. 17, 1906.

## KELLY & WALSH, LTD.

A NEW WALL MAP OF THE KWAN- TUNG RAILWAYS, BY KWOK LO KWAI. Price \$3.50.	South America, Observations and Experiences, James Bryce	6.00
Giving:—The Pearl River with index of important places, The Kowloon-Canton Railway, Yach Hai Railway, Szechuan Railway, Proposed Macao-Canton Rail- way, Proposed Fatsan-Kongmoon Railway, Szechuan Railway & Swatow- Chao Chow Railway.	German Memories, Sidney Whitman (Resident in Germany over 50 Years)	6.00
	Thy Rod & Thy Staff, A. C. Benson	6.50
	Victories of Nepal, Percy Brown	6.50
	The Book of Saints and Heroes (for Children) Mrs. Lang and Andrew Lang.	4.50
	Wild Flowers as they Grow, photo- graphed in colour direct from Nature, H. E. Cooke	4.00
	The Sultan, Romance of the Harem of Abdul Hamid, Djelal Noury Bey	8.75
	Biography of Lefonso Hsiao, E. Thomas	1.00
	Biography of John Millington Synge	1.00
	Francis Buckley	1.00
	The Children's Encyclopedia, edited by Arthur Macdonald, 8 vols.	25.00
	Colliery Working and Management, H. P. Bulman	4.00
	Hygiene for Health Visitors, School Nurses, and Social Workers, Hute Ganser of the Breast clinically exam- sidered, Lead	6.00
	Lanterns, Mrs. A. Sidgwick	6.00
	The Quest of the Golden Rose, John Owenham	2.75
	The Suburban, H. G. Bailey	1.75
	London Landmarks, E. V. Lucas	1.75
	Glamour, Bohemian Lyrics	1.75
	The Rake's Progress, Marjorie Bow	1.75

BY SPECIAL APPOINTMENT

THE KING OF CHAMPAGNES

## POMMERY

The Champagne of Kings.

"SEC AND EXTRA SEC"

SOLE AGENTS

## CALBECK, MACCREGOR & CO.

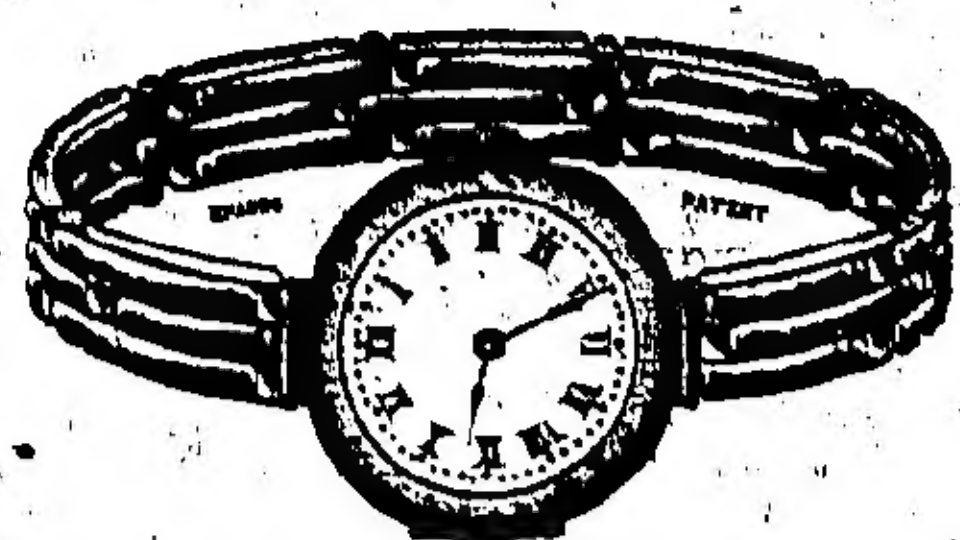
WINE AND SPIRIT MERCHANTS.

Hongkong, Sept. 25, 1912.



## Intimations.

The 'XPANSO'  
Patent Double Expansion Watch Bracelet.



G. FALCONER & CO., LTD.,  
HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

## WING KEE &amp; CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908.

## MEE CHEUNG

ART PHOTOGRAPHER  
ICE HOUSE STREET,  
BRANCH OPPOSITE CITY HALL.

Fashionable Xmas and New Year Cards.  
LATEST SELECT VIEWS OF HONGKONG AND CANTON.

WE solicit your kind patronage of our leading blends of  
WINES AND SPIRITS.

ONLY the very best kept at prices that astonish our rivals.

A Trial will convince you that THE HOUSE that  
supplies your needs is the

## WING ON CO.,

TELEPHONE 189. CONNAUGHT ROAD  
Hongkong, August 15, 1910.

## NEW ESTABLISHMENT

1st NOVEMBER

## SAN KWOK MAN &amp; CO.

HIGH CLASS TAILORS, DRAPERS AND OUTFITTERS.

DEALERS IN CHINESE-MADE FANCY GOODS, EMBROIDERY  
CHINA-WARE, ETC.

IMPORTERS AND EXPORTERS.

ALL GOODS AT FIXED PRICES.

Nos. 136 & 138, QUEEN'S ROAD CENTRAL, HONGKONG.  
Telephone No. 1311.  
Hongkong, October 28, 1912.

## IALINE

REGISTERED TRADE MARK

BURT, BOULTON AND HAYWOOD LTD., LONDON.  
FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVA-  
TORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.

IT IS THE STRONGEST AND MOST POWERFUL

## CARBORIC DISINFECTING FLUID,

THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE  
USE, A LUTION OF 2 PER CENT. BEING SUFFICIENT.

Recommended by Sanitary Authorities.  
Government Analysis at Buyers' Disposal.

## SOTOR.

AVENARIUS' WORLD-KNOWN COPPER PRINT.

For the Bottoms of Vessels and Boats and for the Coatings of  
all Wooden Structures of Wharves and Docks. Penetrates deep  
into the wood, thus rendering same immune against attacks of  
the Teredo, Barnacles Marine Growths, etc.

Sole Agents:

MELCHERS & Co., Hongkong & China.  
Hongkong, May 8, 1908.

MARIE BRIZARD AND  
ROGER'SFINE LIQUEURS AND  
BRANDIES.

AGENTS:

A. S. WATSON & Co., Ltd.,  
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, January 11, 1912

## WEEKLY NEWS FOR HOME

The Overland China Mail  
FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at home.

Price \$14 per annum including postage. THE CHINA MAIL, Ltd., Wyndham Street.

## Intimations.

MITSUBISHI CASHI KWAISHA  
(MITSU BISHI CO.)

## COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-  
SIMA, OCHI, MUTABE, YO-  
SHINOTANI, HOJO, KANADA,  
NAMAZUTA, SAYO, SHINNEW  
and KAMIYAMADA Collieries.

AGENTS for KISHIDAKE, SAKITO,  
& OYUBARI COALS.

HEAD OFFICE: TOKYO.  
BRANCH OFFICES:—  
Nagasaki, Moji, Karatsu,  
Wakamatsu, Otsu, Muroran,  
Kobe, Osaka, Shanghai,  
Hongkong, Hankow.

TEL. ADDRESS for above: IWASAKI.  
Codes:—A1, ABC 8th Ed., Western Union.

## AGENCIES:

YOKOHAMA: M. Asada, Esq.  
CHINKING: Messrs Gearing &  
Co.

MANILA: Messrs Macdonald &  
Co.

SINGAPORE: Messrs Borneo Co.  
Ltd.

For particulars, apply to

Y. SHIBUYA,  
Manager,  
No. 2, FANKEE STREET  
HONGKONG.

## NOTICE.

THURSDAY, NOV. 21st, 1912.

1st SPECIAL SHOW  
OF 'WINTER MILLINERY'.  
EVENING GOWNS AND CLOAKS,  
AFTERNOON FROCKS, &c.

INSPECTION INVITED.

M. Gains,  
PRINCE'S BUILDINGS,  
3, Ice House Street.  
Hongkong, November 16, 1912. 1453

## NOTICE.

NOTICE IS HEREBY GIVEN that  
the Partnership heretofore subsisting  
between us the undersigned KATE  
KENNEDY and JEANIE KINGHORN  
carrying on the business of a Dairyman  
and Livery Stable Keeper at Hongkong  
under the style or firm name of  
KENNEDY'S HORSE REPOSITORY  
and HONGKONG DAIRY was on the  
12th day of November, 1912, dissolved by  
mutual consent so far as concerns the said  
JEANIE KINGHORN who retires from the  
said firm, and that the said business will  
hereafter be carried on under the same  
style and firm name by the said KATE  
KENNEDY. All debts due to or owing by  
the late firm will be received and paid by  
the undersigned KATE KENNEDY.  
Dated the 14th day of November, 1912.  
MRS J. B. KINGHORN.  
KATE KENNEDY.

## NOTICE.

THE under-named FIRM OF TAILORS,  
DRAPERS AND OUTFITTERS will  
commence business from 27th September  
at their new establishment next to the  
P. & O. Co's premises.  
A great variety of GENTLEMEN'S  
WEAR and a choice selection of FINE  
and FANCY GOODS from London and  
Paris, equal to that of any of the principal  
houses in this Colony, are displayed in  
their Show Room.  
Visitors cordially welcomed.  
A trial order for clothing is respectfully  
solicited.  
A personal visit to our Show Room is  
sure to result to mutual advantage.  
WING FAT CHEONG,  
24, Des Vaux Road Central.  
Hongkong, September 27, 1912. 1228

## Try.

Some of Our Specialities  
CORNED AND SMOKED  
OX TONGUES  
CORNED BEEF & PORK  
BRAWN  
BEEF AND PORK  
SAUSAGES.

THE DAIRY FARM CO., LTD.

Hongkong, November 17, 1910. 66

THE EDWARD DISPENSARY,  
C. KAMMING & Co., Ltd.  
Chemists and Druggists

GREAT REDUCTIONS IN  
PRICES.

PRESCRIPTIONS ACCURATELY  
DISPENSED.

Pure Drugs, Patent Medicines, &c.  
62A, QUEEN'S ROAD, HONGKONG.  
Hongkong, July 20, 1912. 673

Price per 100 in 50's or 100's sealed tins \$2.80.  
SOLD EVERYWHERE.

## THE SHANGHAI RACES.

## Summary Of Racing.

The following list of the successful  
owners, jockeys and ponies at the recent  
Autumn Meeting at Shanghai is taken from  
the "N. C. Daily News."

OWNERS.	1st.	2nd.	3rd.
Henry Morris	4	2	3
Perry	3	2	0
John Peel	2	4	0
Paul	2	0	1
Fritz Breitung	2	0	1
Palmerston	2	0	1
Marshall	1	3	4
Slinger	1	2	0
Win one and Hasty	1	2	0
H. C. Gray	1	1	0
McMormol	1	1	0
Spero	1	1	0
Teeg	1	0	1
Sech	1	0	1
Kidmore	1	0	1
Jordan	1	0	0
Hardi	1	0	0
Neville	1	0	0
Macgregor	0	2	0
Sway	0	1	2
Coutts	0	1	1
Fish	0	1	1
Glendye	0	1	1
S. B. M. Bremner	0	1	0
O'Malley	0	1	1
Hoppe	0	1	0
McMormol	0	1	0
Wastdale	0	0	2
Dick Turpin	0	0	1
Burchal & McMichael	0	0	1
J. S. Forrest	0	0	1
Ring	0	0	1

Messrs	1st.	2nd.	3rd.
C. R. Burkill	5	4	3
Perthshire	5	2	1
Marengo	2	0	1
Liebling	2	0	1
Johnstone	3	4	3
Lindsay	2	0	1
Crichton	2	0	1
Rowley	1	3	4
Vids	1	2	4
Hayes	1	0	1
Fock	1	0	1
Hill	1	0	1
McMichael	0	3	1
McMichael	0	2	2
Duglish	0	1	0
Bremner	0	1	0
Dunn	0	0	2
Marshall	0	0	1
McMichael	0	0	1
Burchal	0	0	1

Ponies.	1st.	2nd.	3rd.
Battlefield	2	1	1
Perthshire	2	1	0
Marengo	2	0	1
Liebling	2	0	1
Royal Rose	2	0	0
Barford	1	2	0
Rowley	1	1	0
Drumblith	1	1	0
Perthshire	1	1	0
Perpetual Motion	1	1	0
Sandringham	1	1	0
Blackcock	1	0	1
Rowley	1	0	1
Baby Mine	1	0	1
Durban Chief	1	0	1
Folham	1	0	0
Mahatma	1	0	0
Tin O'F	1	0	0
Peterfield	1	0	0
Ya-halla	1	0	0
Wingfield	1	0	1
Queensberry	0	2	1
Cherry Tree	0	1	2
Winkor	0	1	1
The Tipster	0	1	1
Foreman	0	1	1
Mango Tree	0	1	1
Mandolin	0	1	1
The Comorant	0	1	0
Willow Tree	0	1	0
Goldfield	0	1	0
The Patriot	0	1	0
Cipello	0	1	0
Flashlight	0	1	0
Flaming Cloud	0	1	0
Kingbird	0	1	0
Wingfield	0	1	0
Mineral	0	1	0
The Knight	0	1	0
Old Eye	0	1	0
Submarine	0	1	0
Vainglor	0	1	0

One of the finest bridges yet erected in  
China will be opened for traffic in Decem-  
ber. It has been built across the Yellow  
River near Tientsin, the capital of Shan-  
tung, and is part of the trunk line running  
between Tientsin and Pukow, a port on the  
Yantze River, opposite Nanking.  
The bridge is fully described and excel-  
lently illustrated by nineteen special photo-  
graphs and plans of the chief piers in the  
October number of the Far Eastern Review,  
published in Shanghai. The bridge is  
4,180 feet in length, and consists of twelve  
spans of middle steel "through" girder  
girders, and land spans taking the form of  
Pratt trusses, whilst the three capital spans  
over the waterway are a combination of  
cantilever and Pratt truss. Work was  
begun on the construction in August, 1909  
and the steel work of the central span of  
the cantilever was joined on October 9th.  
The longest span on the bridge is 537 feet  
two are 427 feet each, and the remainder  
are 305 feet each.  
The Review says that at the bridge site  
the river has a width at low water of 400  
metres, but at high water it stretches some  
2200 metres, and at low water has a  
velocity of some four to five metres a  
second. The vagaries of the river are  
great and so treacherous that the engineers  
had to proceed in their calculations for the  
structure with extreme caution. Their in-  
vestigations showed them that the bottom  
of the river to a depth of two metres is  
constantly moving with the stream, and in  
designing the piers they had to consider  
the probability of the stream changing its  
course. It has been in its present course  
but sixty years, having in bygone years  
run alternately to the north or south  
of the Shanlung mountains. All the  
piers were therefore built of concrete, faced  
with stone, upon reinforced piles from  
fifteen to seventeen metres in length  
and tested to carry a load of 150  
tons each. The engineers have prepared  
for exceptional deviations of the stream,  
and calculate that even should the earth  
be washed away from the pier foundations  
the piling will carry the piers without  
danger to the steel work or traffic. The  
pier at present in the centre of the stream  
was not piled, the foundations being sunk  
to a depth of 25 metres below low water  
level with the aid of caissons and compressed  
air, the atmospheric pressure in the  
caissons being at times 35 lbs to the  
square inch. During the construction of  
this pier the river showed itself in all its  
viciousness, but the safeguards prepared  
prevented any damage being done to the  
work in progress.  
Over 8700 tons of steel girders and  
beams were used in the bridge whilst 200  
tons of rivets were driven on the spot.  
The bridge was designed and erected by a  
German firm of engineers.  
The photographs supplied to the Far  
Eastern Review are excellently produced  
and illustrate the bridge in its various  
stages of construction. The photograph of  
the completed structure shows it to be a  
significant addition to the world's bridges.  
Another photograph shows Dr Sun Yat Sen  
on the bridge, the ex-President of China  
having inspected the work during his tour  
of the north of China.

## THE YELLOW RIVER BRIDGE.

## Summary Of Racing.

The following list of the successful  
owners, jockeys and ponies at the recent  
Autumn Meeting at Shanghai is taken from  
the "N. C. Daily News."

OWNERS.	1st.	2nd.	3rd.
Henry Morris	4	2	3
Perry	3	2	0
John Peel	2	4	0
Paul	2	0	1
Fritz Breitung	2	0	1
Palmerston	2	0	1
Marshall	1	3	4
Slinger	1	2	0
Win one and Hasty	1	2	0
H. C. Gray	1	1	0
McMormol	1	1	0
Spero	1	1	0
Teeg	1	0	1
Sech	1	0	1
Kidmore	1	0	1
Jordan	1	0	0
Hardi	1	0	0
Neville	1	0	0
Macgregor	0	2	0
Sway	0	1	2
Coutts	0	1	1
Fish	0	1	1
Glendye	0	1	1
S. B. M. Bremner	0	1	0
O'Malley	0	1	1
Hoppe	0	1	0
McMormol	0	1	0
Wastdale	0	0	2
Dick Turpin	0	0	1
Burchal & McMichael	0	0	1
J. S. Forrest	0	0	1
Ring	0	0	1

Messrs	1st.	2nd.	3rd.
C. R. Burkill	5	4	3
Perthshire	5	2	1
Marengo	2	0	1
Liebling	2	0	1
Johnstone	3	4	3
Lindsay	2	0	1
Crichton	2	0	1
Rowley	1	3	4
Vids	1	2	4
Hayes	1	0	1
Fock	1	0	1
Hill	1	0	1
McMichael	0	3	1
McMichael	0	2	2
Duglish	0	1	0
Bremner	0	1	0
Dunn	0	0	2
Marshall	0	0	1
McMichael	0	0	1
Burchal	0	0	1

Ponies.	1st.	2nd.	3rd.
Battlefield	2	1	1
Perthshire	2	1	0
Marengo	2	0	1
Liebling	2	0	1
Royal Rose	2	0	0
Barford	1	2	0
Rowley	1	1	0
Drumblith	1	1	0
Perthshire	1	1	0
Perpetual Motion	1	1	0
Sandringham	1	1	0
Blackcock	1	0	1
Rowley	1	0	1
Baby Mine	1	0	1
Durban Chief	1	0	1
Folham	1	0	0
Mahatma	1	0	0
Tin O'F	1	0	0
Peterfield	1	0	0
Ya-halla	1	0	0
Wingfield	1	0	1
Queensberry	0	2	1
Cherry Tree	0	1	2
Winkor	0	1	1
The Tipster	0	1	1
Foreman	0	1	1
Mango Tree	0	1	1
Mandolin	0	1	1
The Comorant	0	1	0
Willow Tree	0	1	0
Goldfield	0	1	0
The Patriot	0	1	0
Cipello	0	1	0
Flashlight	0	1	0
Flaming Cloud	0	1	0
Kingbird	0	1	0
Wingfield	0	1	0
Mineral	0	1	0
The Knight	0	1	0
Old Eye	0	1	0
Submarine	0	1	0
Vainglor	0	1	0

COUGHING INTO  
CONSUMPTION  
"Only a Cough" but you stop  
it while it is ONLY a cough.

WATERBURY'S  
METABOLIZED  
COD LIVER OIL  
COMPOUND

The finest preparation made  
for combating severe coughs.  
CURES any cough this is  
only a cough. Very palatable  
OF ALL CHEMISTS.

Prices: \$1.25 and \$2.25.

Van Houten's, Sir!











## Intimations.

# THE LARGEST MAKERS OF ITALIAN VERMOUTH ARE Martini & Rossi, Turin.

Their Vermouth is a delicious tonic, and the only one with which the well-known Martini cocktail can be prepared.

GARNER, QUELCH & Co.,

TELEPHONE 636.

Sole Agents.

1580

**DON'T LOOK** Worried, thinking what to send HOME for CHRISTMAS. Nothing could be appreciated more than the undermentioned Presents:—

## Finest Hankow Tea.

5lbs. nett \$9.00. 7lbs. nett \$11.50. 10lbs. nett \$15.00

**Chow Chow. Cumquat.**

Half dozen 5lbs. Jars \$11.00 Half dozen 5 lbs. Jars \$13.00  
One " 2 1/2 lbs. " \$11.50 One " 2 1/2 lbs. " \$13.50

## Finest Preserved Ginger.

Half dozen 5 lbs. Jars... \$15.00  
One " 2 1/2 lbs. " ... \$15.50

These Prices are inclusive of all duties and charges so that the goods are delivered ABSOLUTELY FREE TO ANY TOWN THROUGHOUT GREAT BRITAIN.

### DESPATCHES:—

S.S. HITACHI MARU	Leaves 9th Oct. due in London 21st Nov.
PALMA	17th Oct. " 1st Dec.
MIYAZAKI MARU	19th Oct. " 3rd Dec.
NANKIN	20th Oct. " 15th Dec.
KITANO MARU	6th Nov. " 18th Dec.
NYANZA	13th Nov. " 28th Dec.

All orders will have our careful and prompt attention.

## CHINA EXPRESS CO.,

J. TAYLOR, Manager.

3, DUDDELL STREET,  
(Opposite Lammer's Auction Room).  
Hongkong, October 5, 1912.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

3 STRAND 3" to 15" CIRCUMFERENCE	CABLE LAD 5" to 15" CIRCUMFERENCE	4 STRAND 3" to 10" CIRCUMFERENCE
--	---	--

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

## PARIS TOILET,

MAN SPEECH DETACH.

OF PARIS FRANCAIS.

No. 15, QUEEN'S ROAD CENTRAL.

## MANICURE, MASSAGE AND VIOICURE DEPARTMENT.

Corns of all descriptions extracted without pain.

J. O. Sopless, Proprietor.

## THE KWONG HIP LUNG CO., LTD.

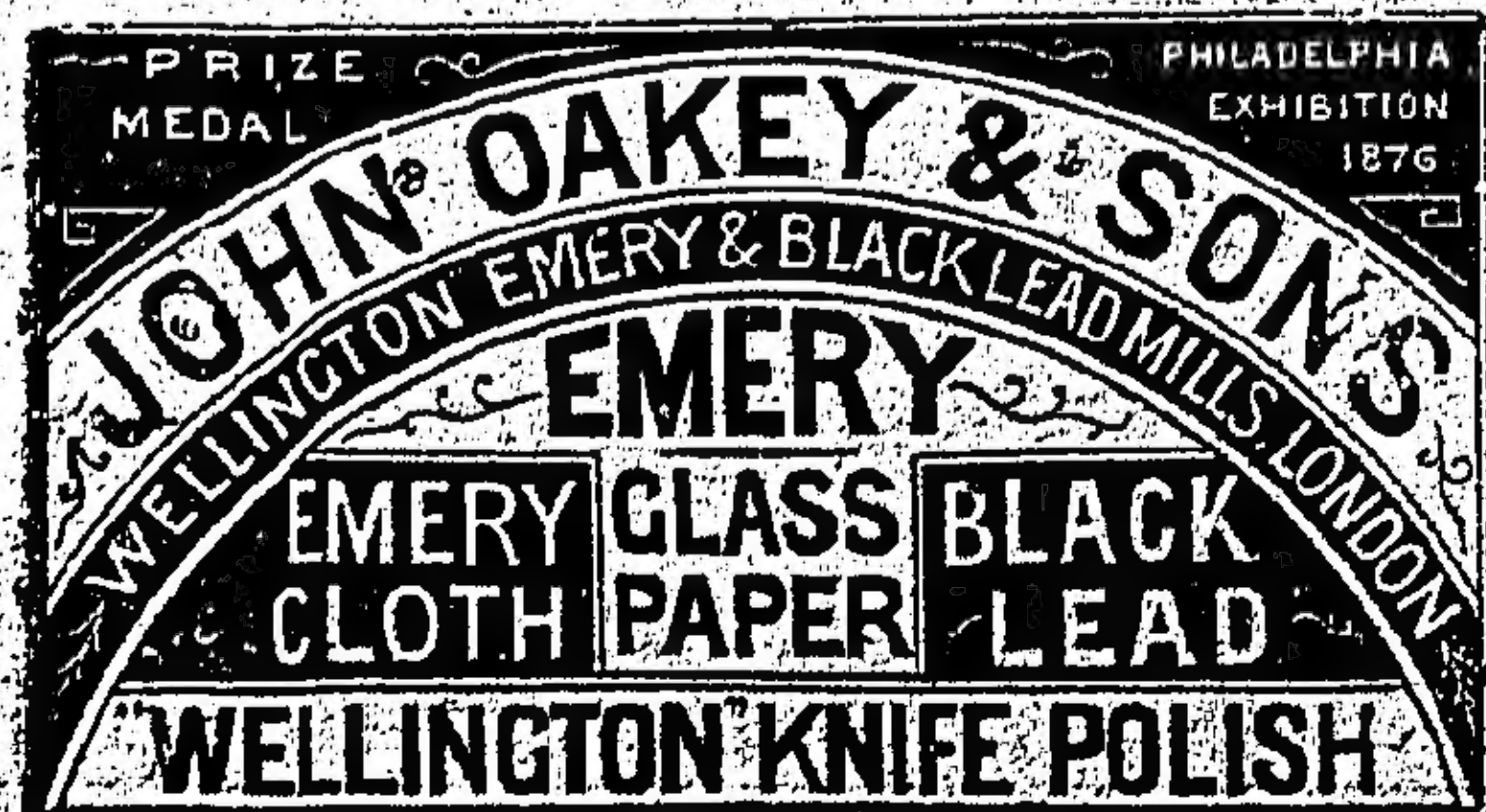
(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 45, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 458.  
Shipyards, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. K.3.  
Ketchikan furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.



JOHN OAKLEY & SONS LIMITED, "Wellington, N.Z." London.

## THE PHILIPPINE CARNIVAL.

(Continued from page 4.)

as the middle of the nineteenth century, they were every night closed and the drawbridges outside them raised. After the American occupation the most which formerly surrounded the walls was filled in as it had become a post hole. The wide strip of green which replaces it is now being rapidly converted into parks and athletic fields.

The Walled City is laid out on a very nearly regular checkerboard plan, the visitor who enters it, whether from the docks or from the Bridge of Spain and the retail district, will ordinarily do so by Calle Aduana, and, about midway between the western and eastern entrances on this street, he will come to Plaza McKinley, which is the official heart of Manila and the most convenient point from which to start on an inspection of that part which lies within the walls. The plaza forms a small but pretty park, in the centre of which stands a statue of King Charles the Fourth of Spain (1788-1808) erected in commemoration of the original introduction of vaccination into the Islands during his reign.

The street running north between this site and the plaza leads to Fort Santiago, the oldest part of Spanish Manila, long the citadel of the place, and now the headquarters of the United States Army in the Philippines. It probably stands very nearly on the site of the native fort, which the Spanish reconqueror expedition carried by assault in 1570. It is the oldest part of the Walled City and has undergone comparatively little external change in three centuries. There are plenty of traditions connected with the old place-stories of cells below the river level for the "unimentional" execution of inconvenient persons, and of chambers filled with dislocated skeletons. Though none of these places are now identifiable it is a historical fact that one cell, either in the fort or in the wall to the east of it (since removed) was the scene, as late as the night of the 31st August, 1898, of a tragedy much resembling that of the Black Hole of Calcutta. Fifty-six out of sixty Filipinos who had been crowded into it, on being arrested on suspicion of complicity in the insurrection then raging, were the victims of the poisoned atmosphere of the desperate struggle that took place within. One of the most interesting single relics is the ancient gate between the outer Plaza Moriones, and the courtyard of the fort proper; it is liberally ornamented with curious carvings.

The fine old Churches alone make a visit to Manila one to be long remembered. One of the finest Observatories in the World is that of the Central Observatory of the Philippine Weather Bureau on Calle Padre Faura. This was founded in 1895 by the Jesuits and operated continuously since then, even in 1898, while hostile armies were contending for the possession of the city. The practical founder and director for many years was Fr. Frederic Faura, after whom the street on which the building stands, is named. The present head is Fr. Jose Algue, who has made for himself an world-wide reputation as a meteorologist. It is still directed by specially trained Jesuit priests and supported financially by an arrangement with the Government. Its greatest renown has been gained through its work in the field of earthquakes and typhoons.

While we have our own interesting "Happy Valley," a most beautiful spot in Manila is the "Paco Cemetery." This structure, built by the City in 1810, is the best designed and best preserved of a number of the same type, all of which have their origin in the fact that the site of all the older portion of Manila is far too low to admit of the digging of graves. The general plan is that of the Campo Santo of an Italian City. There are two concentric circular walls, each seven or eight feet thick and surrounded by a terrace and balustrade. These are cut up into niches, arranged in three tiers, and each large enough to contain a casket. The total number of niches is 1,782, of which about 500, in separate courts at the back are of smaller size for children. The fronts of the niches are closed by slabs of marble with the customary inscriptions, and burning candles and flower wreaths are frequently seen before them. The spaces within the inner wall forms a small but beautifully kept park. At the back immediately opposite the gate is a little oval chapel.

What some to modern minds an extraordinary story of decoration is recalled by the fact that though the cemetery is limited to a fixed number of bodies and is now more than a century old, there are very few dates on the slabs reaching back more than six years. The explanation of this is that the funds for the maintenance of the cemetery are provided by the rental of the niches, which must be prepaid every five years; so that, if as is apt to be the case the second payment is not promptly forthcoming, the vault is opened, the bones removed, and some more profitable tenant installed. It was this which gave rise to the witty if somewhat cynical, description of the cemetery as the place where "we pigeon-hole our dead for future reference." Formerly the ejected bones were cast into a channel vault at the back of the chapel. This cavalier proceeding has now been stopped, but the place itself is still in existence, and the curious can still find in it plenty of gruesome relics. Under the present procedure the disinterments have to be advertised, and the remains are reburied in consecrated ground.

Aside from these associations, the cemetery is of artistic design and well worth a visit. This is especially true on the evenings before and following All Saints' Day, when practically every niche is lighted and decorated, often with tokens of a pathetic sort, the walls and

the park are brilliantly illuminated with electric lights, the chapel floor becomes a miniature forest of candles, and half Manila goes out to mourn, to watch or to stare. At ordinary times the principal single point of interest in the cemetery is the place where the remains of Dr. Jose Rizal were buried after his execution. It is on the left hand side of the outer wall and is marked by a small wooden cross with the date of his death and his initials reversed (R.P.J.). The place is cared for by the voluntary labours of an association of Filipinos. The bones themselves were removed by the insurgents during the war, and the greater part are supposed to have been made into talismans.

The famous Bilibid Prison is well worth a visit. An exceedingly enjoyable days picnic may be taken to Puganjan Falls and Gorge, one of the prettiest spots in the Orient. The Gorge proper is reached at some little distance from the town. Its great picturesque lies in the impressiveness of vast depth and consequent gloominess produced by the heavily perpendicular walls and the ratio which their height (300 to 400 feet) bears to the distance between them (about 100 feet). This combines with the half light, the fantastic vistas revealed afresh by every twist in the river, and the mantles of tropical vegetation which almost conceal large portions of the sheer rocks and cover the haunts of many gaudily coloured kingfishers, to make a scene that is not easily forgotten. The total length is about six miles.

There are two large cascades in the gorge, known respectively as the Lower and Upper Falls. The former is on the left side as the traveller ascends; it is not of great volume but its considerable height (about 100 feet) and the unbroken reach of its falling water make it a sight of much beauty. The upper fall is at the point where the gorge comes to an end in a large pool or well. It is lower than the other (about 60 feet) but of greater volume. Swimming in the pool near the foot of the fall is decidedly dangerous, and should be indulged in only with great caution.

### NEW MUSIC.

Messrs Enoch and Sons, Great Marlborough Street, London.

From the portfolio of new songs and music, bearing this firm's imprint, we select the following as being worthy of special attention. An attractive song, as beautiful as it is musically, is the second of London Ronald's Five Album Leaves "To one beloved" (words by Julia Cock Watson), published for low and high voices. Brenda Gayard's "To call you mine" (Clifton Bingham) also possesses distinctive qualities, not the least of which is its well thought out pianoforte part. This too is published in two keys.

Taking alike to the singer and the hearer, Herbert Oliver's "Cherry Blossom Time" (Ed Tschernacher) will appeal to a wide constituency. Music and words go hand in hand in sympathetic agreement from start to finish. It is published in 3 keys so is well within the ranges of the various voices.

Bothwell Thomson's contribution consists of a beautiful setting (in 3 keys) of Frederic E. Weatherly's poem "Edly of the West." Here the music and the poetry flow together in closest sympathy, the union in fact being perfect both as regards plan and treatment. The remaining songs calling for notice are J. D. Davis' two songs, "Blossom and Song," and "Forget not yet," full of life and sweetness, as may be gathered from the words by H. D. Manning.

From the portfolio of novelties for pianoforte solo we have selected the subjoined items as deserving of special attention: viz: "Mandarin" (An Indian Melody) by Ernest Verdyne. This has all the fascination of an Indian Melody added to the natural aptitude in the manner of adaptation which may be associated with the name of Verdyne.

"Capriccio" Chaminade's essay will appeal to all pianists who like to hear their instruments sing. The work has much to praise, both as to its planning and its execution. We have confidence in recommending this pianoforte solo to the notice of all pianists.

Sir Edward Elgar's Interlude from the Imperial Masque "The Crown of India" arranged for the Pianoforte by H. B. Baker, is another piece which should be in the repertoire of all pianists. It may with truth be said that the transcriber of one of the latest works of England's greatest living composer, has, in the transcription, worked with the most satisfactory results. The Interlude has also been published as an arrangement for Violin, (or Cello) and Piano.

Amongst other transcriptions for Violin and Piano we specially mention Chaminade's "Chanson Espagnole," transcribed by D. Lederer, as a general excellence. The violinist should be without this in his collection. It reveals freshness of ideas as well as skilful handling.

"The Wind and the Rose," by Cesar Franck, "The Violet," by Richard D. Metcalfe. Melodies from "The Music" by E. Humperdinck, are Nos. 89 to 91 to Enoch and Sons Series, published with ordinary care for school use. Being under the editorship of E. D. Metcalfe, is a one qua non of their completeness of musical detail.

## LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

## WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supply the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS.

PRICES, \$1.25 and \$2.50.

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, November 14th, 1912.

At 100 cents per Dollar American.

### Butcher Meat.

Beef Sirloin & Prime Cut—Mei Lung Pa	20
Corned—Ham Ngau Yuk	20
Ross—Shiu	20
Breast—Ngau Lam	18
Soup—Tong Yuk	18
Steak—Ngau Yuk Pa	20
Sirloin Colom—Ngau Lau	30
Sausages—Ngau Chung	24
Bullock's Brains—Know	per unit 45
Tongue fresh—Ngau Li	25
crust—Ham Ngau L.	20
Bird—Ngau Tan	12
Heart—Ngau Sum	12
Hump, Salt—Ngau Kin	18
Feet—Ngau Kark	each 9
Kidneys—Ngau Yiu	12
Tail—Ngau Mei	12
Liver—Ngau Koa	12
Tripe (upgraded)—Ngau To	8
Calve Head & Feet—Ngau-chai-lau-lark	set 81
Mutton Chop—Young Pui Kwat	12
Leg—Young Pui	22
Shoulder—Young Shan	20
Pigs Chittings—Chu Chong	22
Brains—Chu Know	per unit 24
Feet—Chu Kark	12
Fry—Chu Chai	20
Head—Chu Tau	12
Heart—Chu Sum	each 13
Kidneys—Chu Yiu	9
Liver—Chu Con	12
Pork Chop—Chu Pui Kwat	20
Corned—Ham Chu Yuk	24
Leg—Chu Pui	24
Kat or Lard—Chu Yau	15
Sheep Head and Feet—Young Tau Kark	set 50
Heart—Young Sum	each 8
Kidneys—Young Yiu	9
Liver—Young Con	12
Sucking Pigs To Order—Chu Chai	22
Suet, Beef—Sang Ngau Yau	20
Mutton—Sang Young Yau	22
Veal—Ngau Chai Yuk	20
Sausages—Ngau Chai Chung	20

### Poultry.

Chicken—Kai Chai	30
Capons, Large, mall—Sin Sai	24
Ducks—Ap	24
Doves—Pan Kau	15
Eggs, Hen—Kai Tan	per doz 24
Fowls, Canton—Kai	18
Hainan—Hoi Nam Kai	28
Geese—Ngi	24
Geese, Wild—Shang-he Yea Ngol pau	24
Musk Deer—Wong Kong	each
Hare, Shanghai—Tu Chai	50
Partridge—Che Khoo	50
Phasant—Shan Kai	pair \$1.40
Pigeons, Canton—Pak Kip	each 28
Bohwo—Hoi Hoi Pak Kip	26
Quail—Um-Chun	18
Rice Birds—Wo Fa Cheur	dozen 18
Snipe—Sa-Choy	each 22
Turkeys Cook—Phor Kai Kung	lb. 60
Hen	Ns
Wild Ducks, Shanghai—Shang-hoi Sai Ap	\$1.26
Tail—Sui Ap Chai	50
Wild Ducks Canton—Sang-Shing Sai Ap	95

### Fish.

Barbel—Ka Yu	17
Bran—Bin Yu	17
Canton Fresh Water Fish—Hoi Sin Yu	17
Carp—Li Yu	18
Catfish—Chik Yu	18
Codfish—Mun Yu	24
Crab—Hoi	18
Cuttle Fish—Muk Yu	16
Dab—Sa Mang Yu	16
Duck—Wong Mei Lan	11
Dog Fish—Tit Tu Sa	5
Cels, Oong—Hoi Mann	15
Fresh water—Tam Sin Y	17
Eel, Yellow—Wong Sin	28
Frog—Mien Kai	22
Grouper—Sek Pan	50
Gudgeon—Pak Kip Yu	12
Herring—Tao Pak	20
Jalibut—Cheung Kwan Kip	28
Lobster—Wong Yu Yu	30
Loach—Wu Yu	24
Lobster—Lung Ha	25
Mackerel—Chi Yu	22
Moon Fish—Ming Yu	22
Mullet—Chai Yu	28
Oyster—San Go	20
Parrotfish—Kai Kung Yu	15
Perch—Tan Loo	5
Pike—Pa-Pau-Pau	8
Pike—Pan Yu	18
Pomfret—Black—Hak Chong	20
Pomfret—White—Lak Li Yu	20
Prawn—Ming	48
Ray—Pai Pa Yu	14
Rock Fish—Sek Pa Kung	14
Roach—Chun Yu	10

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## A. S. WATSON & CO., LTD.

### CIGAR MERCHANTS AND TOBACCOISTS.

### TOBACCOS.

#### SPECIAL:—John Gannon's Mixture.

Mild, Medium and Full \$1.00 per lb. tin.

Carreras' Craven Mixture, Black Cat Mixture.

Garriok Mixture, Ardah & State Express Mixture, etc., etc., etc.

### HIGH CLASS CIGARS.

MANILA:—Lolitas, Mandarins, El Tamarindos, Infumables, Perfectos, Estrellas, etc., etc.

Dutch Havanas, German Cigars, Martin's Tweekies.

### CIGARETTES.

Virginian, Egyptian, Turkish—all well-known brands kept in stock.

PRICES MODERATE.

## PIANOS!

## PIANOS!

### ON HIRE

AT

\$10 PER MONTH.

### Tuning and Regular

### Attention Inclusive.

## S. MOUTRIE & CO., LTD.

Hongkong, April 16, 1907

## Powell's

TELEPHONE 348.

## LADIES'

GOLD

&

SILVER

## EVENING

SATIN

IN ALL COLOURS

## SHOES.

### EVERYTHING FOR EVENING WEAR.

### Wm. Powell, Ltd.

## BIJOU

(FLOWER STREET).

9.15 TO-NIGHT 9.15.

THE FAMOUS COMEDY-DRAMA  
THE VILLAGE POSTMISTRESS!  
THE VILLAGE POSTMISTRESS!  
(Length 3,000 feet).

A MOTOR BOAT TRIP  
Local Yachtmen are invited to learn  
Marine Motoring with  
MAX LINDER.

VAUDEVILLE

MISS DELLIE CONNOR

AND

MISS GLADYS PORTER

PICTURES ONLY 7.15 P.M.

Hongkong, November 2, 1912. 1397

The lubrication of these vapour-pressure machines had, Mr Milton stated, been a cause of some difficulty, since, if vapour only were allowed to enter the compression cylinders, it was superheated by the compression and hot cylinder walls would not run for long in good condition without a lubricant. By admitting a small quantity of the liquid along with the vapour, this difficulty had been, he said, surmounted. Further difficulties had arisen, Mr Milton continued, when it was attempted to transport chilled beef as well as frozen mutton. With the original cold-air machines, the air, after cooling, was sent directly into the holds, and it was then very difficult to avoid inequalities of temperature. This, fortunately, had little effect when frozen mutton was the cargo, but in the transport of chilled practical uniformity of temperature was requisite, and this demand had only been met by the ingenuity of the engineer. With vapour-compression machines the holds were cooled with brine, the grids being uniformly distributed overhead and along those side walls, from which conduction of heat was to be feared. Since the grids exposed a very large surface, the temperature of the brine could be kept only a little below that of the hold, a condition which made for uniformity of temperature. Nevertheless, Mr Milton pointed out, even with holds thus cooled the final cooling of the cargo was effected by the air, which, reduced in temperature by the brine-pipes, warmed itself again by contact with the cargo, in which contact it picked up moisture. It was, therefore, of extreme importance that variations in temperature should be reduced to a minimum. The agents which tended to destroy or damage a meat cargo were, Mr Milton said, ferments, bacteria, and moulds, and the activity of all three was reduced at low temperatures. A curious point mentioned by Mr Milton was that the flesh of animals slaughtered in a state of fatigue or excitement is particularly prone to deteriorate by the action of ferments.

MEMOS. FOR TO-MORROW.  
5 p.m.—Reel Practice Dances at City Hall.  
General Memoranda.  
THURSDAY, November 21:—  
4 p.m.—Fire Brigade Inspection in front of City Hall.  
SATURDAY, November 23:—  
2.30 p.m.—Sale of Crown Land at Land Office.  
SUNDAY, November 24:—  
9 a.m.—Excursion to Macao.  
Field Day at Fan Ling for Volunteers, Reserves and Scouts.  
MONDAY, November 25:—  
9 p.m.—Concert at the Seamen's Institute.

### The China Mail

HONGKONG, TUESDAY, NOVEMBER 19, 1912.

### COLD STORAGE AT SEA.

In his interesting Presidential address to the Cold Storage and Ice Association, Mr J. T. Milton had recently some interesting remarks on the up-to-date plant now necessary for the process. The first plant of this type was, however, he said, due to a scientist, Mr J. J. Coleman, who required a machine for facilitating the refrigeration of Scotch shale oil. This he succeeded in devising and successfully operating in 1875. Two years later, a demand arose for a machine capable of refrigerating ships' cargoes, and the assistance of Mr Coleman was sought by those responsible for the project. The details of the plant were worked out in conjunction with Mr Bell, the result being the Bell-Coleman cold-air machine, which proved highly successful, though experience soon showed the necessity of some slight modifications in the original plans. Mr Milton, for instance, stated that the air after compression was at first cooled by water injection, but it was found that unless the water was pure the air became tainted, and unfit to be passed into the refrigerated holds. Another difficulty arose in connection with the piston packings, since the arrangement, successful with air which was not cooled below freezing-point, proved unsatisfactory when lower temperatures were attained, and ice deposited as a consequence on the cylinder walls. Much of the practical success of this machine was, Mr Milton claimed, to be attributed to the ability of the engineers who succeeded in operating it on ship-board, where the facilities for the repair of even trifling defects of mechanism are small. In deciding between sulphurous-acid, ammonia and carbonic-acid-gas machines, Mr Milton remarked that a compromise had to be effected between efficiency and compactness. The CO<sub>2</sub> machines possessed this latter virtue in a high degree, but involved the use of pressures up to 1024 lb. per sq. in., and had only proved successful because of the high quality of the materials used and the care taken in the design of details. The sulphurous-acid machine, on the other hand, is efficient, but

### SOCIAL AND PERSONAL.

The Hon. Mr. Chaudhry, Colonial Secretary, leaves at the end of the week for Home on holiday, returning in March next. It is stated that the Hon. Mr. A. M. Thompson will act as Colonial Secretary and that there will be a general distribution of "appointments" in the service.

Mr. T. Logan, son of Mr. J. Logan of Kowloon Dock, is reported to have been arrested along with a Mr. Berthot, by the Chinese police (Shanghai) in connection with a Chinese coolie while riding. They had to give \$20 bail and the matter has been taken up by their respective consuls, one being British and the other Austrian. The attitude of the Chinese to foreigners outside the settlement has for some time been subject of comment in Shanghai papers.

### TYPHOON WARNING.

The following telegram was received at the American Consulate General to-day at 7.45 a.m.:  
Manila, November 19, 1912.  
Cyclone or Typhoon N.W. of Yap moving N.W.

### THE SHAMEN MURDER.

#### Sepoy's Trial Continued.

Before the Chief Justice, Mr. Rees Davies, K.C., sitting in Criminal Sessions this morning, the trial was continued of the Sepoy Ibrahim, who is charged with the murder of Ali Shafa, a subadar in his regiment, the 126th Baluchistan Infantry, at the Shamien, Canton.  
The Attorney-General, Hon. Mr. J. A. S. Bucknill, K.C., instructed by the Crown Solicitor, Mr. J. H. Kemp, prosecuted; and Mr. F. C. Jenkin, instructed by Mr. R. A. Harding, defended.  
A native officer giving evidence this morning said he was sitting outside the camp at the Shamien when he heard the Subadar Ali Shafa say to some soldiers: "What are you doing there? You are gambling." There were four sepoy-including the prisoner, and one of them answered that they were only playing cards. The subadar, suspecting them of gambling, searched them, and ordered them to the lines after he had taken some money from the prisoner. Later he heard the sentry call out: "Who is that with a gun?" and then heard a shot. The subadar called out: "Guard, turn out, and all run into the camp." As witness was suspicious he went out, and saw prisoner with another sepoy and with assistance conveyed prisoner to the guard-house.

### NEWS OF THE DAY.

H.M.S. "Cadmus" sailed yesterday for Shanghai.

An analysis of the racing at Shingai recently will be found on page 2.

A man was fined \$10 for being in unlawful possession of opium at the Magistracy to-day.

A successful concert, which drew a large audience, was given at the Seamen's Institute last night.

For being in the unlawful possession of a bundle of bark, a man was fined \$5 or 14 days at the Magistracy to-day.

A man, charged at the Magistracy to-day with cruelty to ducks by carrying them along Second Street by the wings, was fined \$5 or 14 days.

Considerable apprehension has been felt as to the steamer Lord Curzon, which left Seattle for Hongkong about 42 days ago and has not been heard of since.

The Osaka Shosen Kaisha's steamer "Candian Maru" encountered very heavy seas during her voyage across the Pacific from Tacoma and found it necessary to take refuge at Hushiro, Hokkaido, Japan. She is due here on December 6th.

At the Magistracy this morning before Mr. Hazeland twenty-five men were charged by Inspector Dymond with using the premises No. 1 Sai Yuen Lane for the purpose of opium smoking. The first defendant was remanded, on a charge of keeping the den, the second was discharged, and the remainder were fined \$2 or seven days.

An attempt was made between Saturday night and Sunday morning to wreck the Canton-Kowloon railway line at a place called Chi Pi, about twelve miles from Canton. With explosives the wreckers tried to destroy a bridge, but failing in this they dug away a considerable portion of the embankment and pulled up some of the rails. Fortunately the driver of the 8.40 a.m. express train from Canton noticed the damaged line in time to stop the train, and avoided a serious accident. The engine was sent back to Canton for a breakdown gang, and the express was able to proceed after a delay of about two hours. There were many European passengers on board, including a detachment of the Shanghai Defence Corps. The outrage is supposed to have been the work of a band of robbers as an act of revenge for the arrest of one of their number recently.

When the Court resumed after the fifteen adjournment, his Lordship, addressing the Attorney-General, said a complaint had been made to him that a complaint of the prosecution was, seen talking to a juryman. It was a very irregular proceeding, and he was quite sure was done in ignorance. In England in a murder trial the jury were kept locked up during the whole case and were never allowed to separate until the case was over. Fortunately for the jury, in this Colony, they had no such law, but they relied upon the jury not to talk to anybody who had anything to do with the case—in fact they should never confer with anybody. He was quite sure the jury would bear this in mind during this case.  
The Attorney-General said he need hardly say this was quite new to him. His Lordship observed that he was quite sure it was done in ignorance.  
The Attorney-General said he knew nothing about it at all.

### INDIAN WATCHMAN MURDERED.

#### Traffic Affair at Hongkong.

A daring murder, the object of which was apparently robbery, was committed either on Sunday night or Monday morning at Hongkong, when an Indian watchman employed at the engineering workshops of Messrs D. Macdonald and Co. was found in a terribly mutilated state. He was evidently attacked with a blow upon the head, and was afterwards cut about with a hatchet. The body was found near the door of the office, and a number of things were found missing from the premises. Up to this morning the police had no clue as to the whereabouts of the robber or robbers. The place where the man was killed is in close proximity to the Gun Club Bill barracks and the camp of the Indiankilling Fusiliers.

From an exchange:—"At 6.30 a.m. to-day, Hamburg-America Line passed through the port from West to East showing no signal numbers."  
Is our contemporary quite sure this was not the German fleet in disguise?—Ed.

### OBITUARY.

THIS disease is so dangerous, and so rapid in its development that every mother of young children should be prepared for it. It is very easy to catch, and the attack of group appears and then need for medicine and let the child suffer until can be obtained. Chamberlain's Cough Remedy is a most effective and has never been known to fail in any case. For sale by all Chemists and Druggists.

### CORRESPONDENCE.

#### THE DECLINE OF BRITISH SHIPPING IN THE FAR EAST.

(To the Editor of the "China Mail.")

The following communication has been addressed to the Secretary of the Imperial Merchant Service Guild, with a special request that it should be disseminated amongst the British certificated Captains and Officers throughout the Empire. The member from whom this communication emanates, is at present serving on the China Coast.

"The decline of the British flag in the Merchant Marine on the Coast of China and the Far East generally.  
The Secretary,  
The Imperial Merchant Service Guild,  
Dear Sir,—It is really a pity to see young officers come out here from the 'Old Country' and most of them return 'Home' again as soon as they possibly can, after they find that they have to serve about five or six years as Second Mate before they become First Mate, and then years or more as First Mate before they become Master, and as things are moving in China, it appears to me, who has been out here for thirteen years, that it is almost impossible for a man ever to become Master at all who joins any Shipping Company on the China Coast now or in the future. I think that any young man who is starting in his profession should really know the truth of the conditions surrounding the life of a Merchant Marine Officer out here as regards promotion in his profession. The best way that I am able to show the above is to outline my knowledge of the way shipping, under the British flag, has declined in the Far East, and more particularly in China, since I first came out here in the year 1899.

In the year 1899 all the larger steamers of the Nippon Yusen Kaisha, and most of the smaller ones were commanded and officered by 'Britishers,' since this the Japanese have steadily proceeded to displace with the service of foreigners, and now nearly all Japanese steamers are commanded and officered by Japanese. 'Japan for the Japanese' only natural and you cannot blame them.

It appears to me that since the Revolution in China, China's policy in shipping as well as other matters is 'China for the Chinese'—following the example of the Japanese, and how can you blame them? There will be no more room for the foreigners in shipping out here in a few years—the same as in Japan at present.

Here follows my experience of shipping on the China Coast since 1899—in that year a British steamship Company with about thirteen steamers trading mostly between Singapore and Bangkok, sold out to a foreign flag; shortly after in 1900 another British Steamship Company of thirteen steamers, trading mostly between Hongkong, Singapore and Bangkok, sold out to a foreign flag. Another British Steamship Company, sailing out of Hongkong, and trading to some of the Southern Ports of China, also Singapore, Saigon and Bangkok—which had five steamers about this time—commenced selling their steamers 'one by one' and went out of existence about six years ago. Another British Steamship Company, which sailed out of Hongkong and had about five steamers, gradually dwindled down to two, and about three years ago transferred their last two steamers to the foreign flag, discharging the Captain and Officers at the same time. Another British Coasting Steamship Company, which had about six steamers running up the coast from Hongkong which I first came out to China have been pressed so hard by Japanese competition, that they gradually commenced selling their steamers and are now struggling along with only two or three. Then to come to Shanghai, there is one British Company that had about eight steamers under the British flag, some of them on the Yangtze River and some of them on the coast, all are now under a foreign flag. The two larger British Steamship Companies which now remain on the Coast of China have each of them a less number of vessels than they had about four years ago, and there are persistent rumours in connection with one of them at least that some more steamers are going to be sold, and no likelihood of their ever being replaced, the aforementioned lessening of the number of steamers in the fleet is caused mostly by steamers being sold, and not being replaced. I know, and have known many men in the coastal steamers in China, who after being Master had to gradually go back to First Mate or Second Mate and then resign as there was no hope of their owners replacing the steamer which they had sold, only to join another Company and find that things are just as bad there as regards promotion, it is not the owners' fault if they have not got the ships. How is it all caused? or rather I should say, to look at it from the point of view of the young mercantile marine officer, how is it that his chances of ever being master out here are so very small?

At the time of the Russo-Japanese War, the Japanese steamers were in use as transports etc., this gave the foreign nations from all over the world a chance to get rid of a lot of steamers which they wanted to sell, the steamers are out here now, nearly all under the Japanese flag, but some under the Chinese; the Norwegians also swarmed out on the coast about this time. When the war was over the Japanese steamers were let loose on the coast again, and most of their lines are subsidised by the Japanese Government—no wonder the British steamers cannot compete as formerly, even most of the Norwegians who can run their steamers much cheaper than British could not stand the competition and have had to go 'home' again.  
From what I say you can see that there are far and away less steamers under the British flag on the China Coast than there were a few years ago. The principal Chinese Shipping Company on the China Coast and under the Chinese flag, which is partly a 'Chinese Government Concern'—up to about a year or two ago employed mostly British Captains, Officers and Engineers in their steamers—now a large percentage of the deck officers are Norwegians—but that is not all. There is a Nautical School near Shanghai where Chinese Cadets are taught navigation and seamanship on exactly the same lines as any Nautical School which prepares candidates in England for the Mercantile Marine Board of Trade Examinations, the above mentioned 'Steamship Company' now employ some of the aforementioned Chinese Cadets on their steamers, to give them practical experience in seamanship and navigation; showing more clearly than I can put it, that the future policy in shipping as well as other things out here is 'China for the Chinese'—Will a young man come out here in the face of all this with the cold intention of never being Master. All of the aforementioned steamship companies that have disappeared or are disappearing from the Coast of China were well-known 'Lines' of 'British' steamers under the British flag has been started out here since I have been in China, excepting about three very old Chinese steamers which run under the British flag between Hongkong and Saigon, and these three old vessels could scarcely be called a 'line,' and they might change their flag any day.

Of all the remaining steamers which are under the British flag the proportion is very small which would be compelled to comply with the Board of Trade requirements as regards the number of certificated Captains and Officers which they would be compelled to carry, and these are only the few British steamers sailing regularly out of the port of Hongkong which are British. When I first came out to the Far East, promotion was fairly rapid—in many cases a man was less than four years from the time of joining until the time he was Master, but this stopped suddenly just after the Russo-Japanese War, and since the Chinese Revolution (aforementioned) it is worse. I was master myself in about three and a half years from the date of my joining one of the Steamship Companies which is now defunct, but when I started again after the Russo-Japanese War, I found that quick promotion was a thing of the past out here. I am not master now, and never will be, and there are scores more like me on the Coast of China who never will be master, but must stay out here as they are too old to go home and start in a large company.

The anomalous position on board a very great percentage of the British steamers on the China Coast is therefore that the Master is not the oldest man 'in years' on board the steamer.  
The above mentioned younger shipmasters are those who joined the Companies they are in, a few years before the Russo-Japanese War, which still keeps the Officers chance of ever being master—i.e. waiting for young and middle-aged dead men's shoes is out of the question, especially when nearly all the shipping firms are steadily dwindling as regards the number of their ships under the British flag. I remember reading in one of the local newspapers when one of the heads of one of the only two British (large) Shipping Firms remaining on the coast of China said in words to the effect—that during his visit out here he had not seen one old man in the fleet of steamers which they operated—this fleet is numerically less than about four years ago, and no sign of their increasing. At one time the pilots which were steady employees of the two principal British Shipping Companies running their steamers up six hundred miles on the Yangtze River to Hankow were Europeans, now one of them employs only Chinese, and the other one part Chinese and part Europeans. This latter 'Shipping Company' in the future is only going to take on Chinese apprentices pilots, so in a few years they will have all Chinese Pilots as well. 'China for the Chinese' and it is only natural, it has got to come! It is not only in shipping but in nearly all branches of European life out here, the junior positions which were filled a few years ago by Europeans are now being filled by young Chinamen, who dress in foreign clothes, wear no queue and have a thorough good English education. These young men you may be certain intend to be promoted in the future to the higher positions of trust.  
What appears the most significant fact, and which seems to point out to me more than anything which I have mentioned heretofore with regard to the British deck officers' almost impossible chance of ever being master, who starts now or in the future on the China Coast is that a large University is being started in Hongkong where I understand that the Chinese can learn anything which can be learned in the 'Old Country.' All the younger Chinese can now go to English Schools and it is absolutely certain that this 'British University in Hongkong' will be attended by Chinese. Navigation and engineering are sure to be part of the curriculum, then there appears to me to be nothing to stop 'Chinese British Subjects' in Hongkong from studying navigation and seamanship at the 'Hongkong University' also engineering, and then passing the British Board of Trade Examinations for Masters, Mates and Engineers at Hongkong—the same as European Masters, Mates and Engineers pass their Board of Trade Examinations at Hongkong now, and when there are enough Chinese British subjects with Board of Trade certificates to man the British steamers on the coast of China, change the personnel from European to Chinese, and thus make a large saving in the cost of running the vessels—the case of the British flag on the China Coast then there would be a few years ago. The principal Chinese Shipping Company on the

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## BY TELEGRAPH.

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## THE WAR.

## FIGHTING NEAR CONSTANTINOPLE.

## FURTHER GREEK SUCCESSES.

## Austro-Serbian Difficulties.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 18.

A message from Constantinople on Saturday evening states that the Bulgarians made a general attack on the Chataldja lines at three o'clock in the morning. They kept up a heavy cannonade the whole day.

Nazim Pasha telegraphs that the fighting lasted until an hour after sunset. The enemy who advanced especially against the Turkish right and centre, were repulsed, and three Bulgarian batteries were destroyed.

## REFUGEES MAKING FOR CONSTANTINOPLE.

During the fighting, although several hundreds of fresh troops were seen going towards Chataldja, Reuter's correspondent saw several thousands coming away from the lines. The refugees, who were camped behind the lines, are also breaking their encampments and are moving towards the city. Refugees are also flocking into the Upper Bosphorus villages from the firing zone.

## PRECAUTIONS FOR FOREIGNERS' SAFETY.

The Ambassadors and Commanders of the International Squadron decided to land forces at Constantinople at five o'clock yesterday morning, to remain concentrated in buildings in various parts of the city until they were required.

## A DISASTROUS EXPLOSION.

A Turkish powder magazine outside Salonika exploded, destroying a number of houses. Eighty Turks were killed, also 15 Greek troops. Thirty Greek troops were injured. The Greeks were quartered in adjacent barracks. Many arrests have been made.

## AN ACT OF REVENGE.

A later message from Athens says that hundreds of Turkish prisoners were confined to barracks adjacent to the magazine which exploded at Salonika, 312 prisoners being killed and 430 wounded, besides a number of Greek troops who were guarding them. The explosion is attributed to vengeance on the part of the Bulgarian band leader, Sandansky, to revenge the recent annihilation of the band by Turks.

## AUSTRO-SERBIAN BITTERNESS.

A telegram from Vienna states that the serenity of the Serbian newspapers and the extraordinary treatment of the Austrian Consuls at Utkub and Prizrend, who were kept practically prisoners, and were unable to communicate with the outside world, has exacerbated the Austrian Press, which has become restive.

## FRESH GREEK SUCCESSES.

Reuter's correspondent at Athens telegraphs that the Crown Prince's army took Austrova Pass after a victorious battle, and that it is now advancing towards Monastir. The 5th Division also defeated the Turks, driving them towards Monastir. The Greeks also occupied the Island of Nikaria, and were received with enthusiasm by the populace.

## MONASTIR SURRENDERS.

## Fifty Thousand Prisoners.

Reuter's Belgrade correspondent states that Monastir has surrendered, and the Servians have taken 50,000 Turkish troops prisoners.

## MARINES LAND AT CONSTANTINOPLE.

Reuter's Constantinople correspondent telegraphs that the International Squadron landed at dawn a force of blue-jackets and marines who proceeded to occupy the Embassies, Consulates, Post Offices, and other institutions of the respective countries interested.

## BY TELEGRAPH.

[COPYRIGHT.]

## THE HOME RULE BILL.

## EXCITEMENT IN COMMONS SUBSIDED.

## The House of Commons.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 19.

Large crowds watched the re-assembling of the House of Commons. The House was crowded but the excitement and tension had largely evaporated.

Mr. Asquith proposed to negative the Home Rule Bill financial resolution passed on November 12, and to introduce a new one.

## THE OPPOSITION AGREES.

The Opposition agreed to the resolution without a division. The net result will be that the Government re-establishes the Bill, but with the loss of seven valuable Parliamentary days.

## MR ASQUITH EXPLAINS.

Mr Asquith said the Government immediately responded to the Speaker's appeal though they considered their original proposal regarding the financial resolution, if not within the letter of parliamentary procedure, was within the spirit of it. If the Government now suggested another course it was only because of their repugnance to a possible recurrence of the disorderly scenes which had occurred in the House and because it was impossible to ignore the appeal of the Chair.

## NEW AFRICAN SHIPPING SERVICE.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 19.

The German East Africa Line announces a fast new service, to commence in the New Year, from Durban to Killindini. The journey will occupy six days.

## CRUISERS FOR SOUTH AFRICAN WATERS.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 19.

The Times Capetown correspondent telegraphs that the South African government is considering a proposal that six small cruisers should be built, equipped, and maintained by the Admiralty for service in South African waters at the cost of the South African Union.

## REVENUE CASES.

A Japanese named H. Mura, representing Honda and Co., exporters, was today charged before Mr Melbourne with unlawfully removing a case of whisky, required for use as a "ship's stores," from a licensed warehouse in Queen's Road Central without having the case or vessel containing such liquor clearly and permanently marked on at least three sides as required by law. Revenue Officer Grant prosecuted. Defendant pleaded guilty and was fined \$80 or six weeks. The whisky was confiscated.

Another Japanese who was taking two cases of wine from the "Nippon Maru" to the Tokyo Hotel explained to his worship that the wine was intended for the Japanese Consul.

Fined \$5 and wine confiscated.

## SPORTING.

## United Service Football League.

League table up to 18th November inclusive.

Teams.	P.	W.	D.	L.	P.	A.	F.
H.M.S. Kent	4	3	0	1	7	0	8
88 Coy R.G.A.	2	2	0	0	7	1	4
83 Coy R.G.A.	3	2	0	1	6	4	4
K.O.Y.L.I. (Rt.)							
Half	3	1	0	2	4	3	2
K.O.Y.L.I. (Lt.)							
Half	1	0	0	1	0	1	0
87 Coy R.G.A.	1	0	0	1	2	0	0
H.M.S. Defence	2	0	0	2	2	10	0
K.E.	0	0	0	0	0	0	0

## HAVE YOU A COUGH?

If you have a cough, cure it. A cough is a symptom of more serious trouble. Chamberlain's Cough Remedy is the best obtainable and you need have no hesitancy in using it as it contains nothing injurious. For sale by all Chemists and Storekeepers.

## THE CHEUNG CHAU PIRACY.

## Charges at the Magistracy.

Inspector Watt charged three women at the Magistracy to-day before Mr Hazeland with being concerned in the attack by pirates on Cheung Chau police station on August 19th. The charge was for highway robbery and receiving, and Inspector Watt said that he would ask for a remand as another man implicated was to be extradited from Macao, but was too ill to travel. The Crown Solicitor would prosecute.

A formal remand for one week was ordered.

## VISIT OF THE R. M. S. "DUNOTTAR CASTLE."

The Royal mail steamer "Dunottar Castle," (Union-Castle Line) which is making a tour of the East, arrived last night at 10 o'clock. The boat has been chartered by the Cruising Company, Ltd., of London, and it was intended to make the trip last year, but as it was rather late in the year the tour did not extend to the Far East. This year, however, even, includes China and Japan. The boat carries only first-class passengers. They landed this morning and visited various places of interest. Special trains took them to Shaikwan, and later they took tiffin at the Peak Hotel and visited the "Peak." The steamer moored at No. 3 buoy, of Messrs. Jardine, Matheson and Co., who are the agents.

There are some vacant berths, and the agents will make arrangements for passengers for the remainder of the trip, the itinerary of which Messrs. Jardine, Matheson and Co., will be pleased to furnish at their offices. The boat is sumptuously fitted up and has wireless telegraphy. She carries two launches for the use of passengers, and everything possible is done on board to ensure comfort and convenience. The "Dunottar Castle" left again at 5 o'clock this afternoon for Yokohama, and after visiting various places in Japan she will go to Korea, Manchuria and North China, returning to Hongkong on January 2nd, when she will remain here five days. During that time Canton and Macao will be visited. The homeward trip will be via Singapore, Penang, Bangkok, Calcutta, Madras, Colombo, Bombay, Suez, Port Said, Messina and Marseilles. The passage home from Hongkong costs \$32. The agents will be pleased to furnish further particulars. Lord Lynden is the Director in charge with a party.

The following is a list of passengers, who number 118, on board the "Dunottar Castle":

Miss I. M. Allen, Graham Arkell Esq., Miss L. Arkell, Miss M. Arnold, S. Barrow Esq., J. P., Mrs Barrow, Mrs W. Rayner Reilly, Miss H. L. Bell, Palamon Best Esq., The Hon. Mrs Albert Yelverton Bingham and M. id, Miss Grace Blandy, Mrs Boardman, Mrs John W. Bullwinkle, Mrs Byron, Lt.-Col. James Campbell, Mrs Campbell, Miss Caroline, Mrs J. Palmer Chapman, Miss Janet Chessham, Mrs Cecil Cheswilde, R. M. Clarke Esq., John Collings Esq., C. B. Colls Esq., Mrs Colls, Capt. E. M. Conolly, Miss I. M. Cotton, Miss C. K. Croft, Charles Cusling Esq., George Davidson Esq., J. P., E. J. Dingle Esq., J. P. Doyle Esq., William De Landa Esq., Mrs Echale, The Earl of Egmout, The Countess of Egmout, with Maid and Valet, Mrs Engle, J. A. Ewing Esq., Mrs Ewing, A. H. Fardon Esq., M. D., H. J. Fardon Esq., M. D., P. R. Fairclough Esq., Mrs E. E. Farman, Miss Marie-Louise Farman, Colonel H. A. Fielden, Mrs Fielden, The Hon. Geoffrey Fienes, The Hon. Laurence Fienes, Miss Follis, E. F. Freeman Esq., Miss Goldney and Maid, Rev. J. H. Graves, Major G. L. Gwatkin, J. P., H. Baldane, Miss Harcourt, The Earl of Hardwicke, The Countess of Hardwicke, Miss Irene Helly, Miss N. M. Inglis, Mrs Jackson, Miss W. M. James, Mrs D. Edgar Jones, Miss E. Kibbey, E. H. Lacour, Watson Esq., Mrs Archibald Little, James Longley, Esq., Miss Longley, Mrs Lorimer, W. H. Hildesworth Laing Esq., Mrs E. B. McCarter, Matthew McNair Esq., G. McL., Marshall Esq., Miss Nora Mello, Capt. Marshall Morris, Mrs Marshall Morris, Miss K. Neville, Miss R. Neville, H. Norbury Nutall Esq., Miss Nuttall, Miss Joan Oakley, Gen. Sir L. Oliphant, K.C.V.O., K.C.B., Rev. E. A. O'Connor, Miss Palmer, F. E. Pattison Esq., Miss Pattison, Miss Dorothy Pittman, Mrs Robert Penouby, Miss Reynolds, Mrs Richardson, Miss M. Rickel's, Walter Roberts Esq., Mrs Royce, Miss H. C. Schuett, Capt. H. S. Scott-Harden, Mrs John Shaw, Miss J. E. Shaw, Miss M. H. Shaw, Miss E. Shova, Miss Wood-Smith, Miss Shollagh Sproule, Miss E. F. Stanton, Miss M. H. Steele, Mrs Tow, Miss Tew, Mrs Thompson, W. H. Fashawe, Thorold Esq., Dr Tunstall, Mrs Wyndham, Tyndale, H. E. Verelst Esq., J. P., D. L., Miss V. Verelst, Lady Warrington and Maid, Dallas Water Esq., James Wilkie Esq., Mrs Worley, Mrs R. F. York, John Youatt Esq., Mrs Youatt, and Miss Zorenauer.

## FOR THE GOLFER.

FOR awareness of the golfer, who is induced by violent exertion, or injury, there is nothing better than Chamberlain's Pain-Expeller. This liniment also relieves rheumatic pains. For sale by all Chemists and Storekeepers.

## KWANGTUNG NEWS.

(From Our Own Correspondent.)  
FINANCIAL PRESSURE.

We have already adverted to the severe pressure that the Canton local Government is feeling regard to sufficient finance. It appears that when in the previous Governor-General was holding office in Canton his salary was fixed at two thousand dollars per month. When the present incumbent of office took over the reins of power, the salary was cut down to one thousand two hundred. Now owing to the alarming deficit that is confronting the local Government, and the necessity for further economy, the present Governor-General has offered to allow a salary to be curtailed more heavily than others. In a word, what those whose salaries are less than a hundred dollars per month, are cut down ten per cent, and those above a hundred dollars, twenty per cent. The Viceroys have ordered that his salary is to be cut down thirty per cent. He will therefore be getting now considerably less than a thousand dollars each month, and this can hardly be considered sufficient pay for the office he fills and the duties that he is called upon to discharge. Moreover, we hear that several of the new posts established, when things were rosy, and experienced circumstances, are to be abolished, and the report states that the duties of these Governor-General for attention, so that in addition to less pay, he will have much more to do. What will be the consequences of these changes remains to be seen. It is likely that duties will be less effectively discharged; that congestion of business will follow on the other hand, it is certain that the letting loose of a lot of hands who have been accustomed to earn a living in the way indicated, and at the same time to assume themselves to be so important, will add to the number of the disaffected, who as present are by no means few, and who are an element of danger to the local Government. It seems, however, that there is no other course open except bankruptcy, and, with that staring the officials in the face, they are likely to seek any path that will lead them away from such a calamity.

## THE TROUBLE AROUND CHEUNG SHA.

It seems that for the present the danger threatening the cities around the entrance of the Sanming River has lessened. That is to say, the soldiers which the Government sent down to disperse the anti-revolutionaries, have been so far successful that the bands have been scattered, and have retired to the hills round about. It seems that during the fighting that occurred last week, several persons who were not militiamen were either wounded or killed. The matter has been discussed with some energy in the Provincial Assembly, and some severe criticism was passed on the present administration for letting things come to the pass they did. It was pointed out that even the older Government knew the danger of these districts, and kept soldiers there whose duty it was to nip in the bud anything like a dangerous rising. It would seem that the result of what has happened will be that a certain number of soldiers will be stationed at the towns in question, and though the business Chinese do not like soldiers, it will perhaps be the lesser evil of the two.

## THE MILITARY SPIRIT.

There can be no doubt that recent events have roused, indeed brought to birth, a new military spirit amongst many of the lower classes of the Chinese. It seems that in Canton there is a good deal of discussion in regard to what is suspected to be transpiring in Mongolia. Rumours are to be heard that probably China will lose control of that territory, for, on the one hand, there is a spirit of independence growing up among the people of those wide plains; further, it is suspected that Russia is fostering this spirit, and doing so with sinister and ulterior intentions of her own. Thus some of the people of Canton are feeling very much alarmed at the prospect, and there is a good deal of talk about enlisting some battalions of soldiers which may be sent up north to fight for the province, that it may not be lost to China. Some of people are very wistful if one may judge from the statements that are reported to have fallen from their lips.

## A WIFE CARRIES.

At the close of the Manchu rule in Canton one Chu Yau-chi, was believed to be guilty of stealing a good deal of property belonging to the Government. What he is reported to have carried off comprised military and educational apparatus. What the things were is not clearly stated. Mr Chu went into hiding, and though search has been made for him, he has never been arrested. It is reported now that a despatch has been sent from a certain Consul to the Governor-General, indicating that Mr Chu has taken over the papers of an education, and is a subject of the country in question. The despatch is reported to indicate that all matters relative to Mr Chu and his doings must now be sent to the Consul, and no arrest must be made except through the recognised channels. The man seems to have a most satisfactory character, for he has at least three wives, and we should opine that he will never be an adornment to any State to which for the time he may have given his allegiance, for the sake of saving his skin from a volley of musketry.

## MR BIRRELL'S FUTURE.

Neither Peer, Ambassador, Nor Professor.

Mr. Birrell, in addressing a meeting of his constituents at North Bristol recently, made facetious allusion to reports which he had read in the newspapers as to his future. He read that he was going to all kinds of places. Sometimes he was going to the House of Lords—an intoxicating thought (laughter). When he first heard of this it was in Bristol, and he remembered declaring in his wrath that he was not the stuff that Peers are made of (laughter). Having got rid of that story, another one cropped up of an even more dazzling character. He was going to be an Ambassador. That story dropped of its own accord. A third story had now sprung up, that he was going to be a professor (laughter). Of the three suggestions that was the most complimentary, because professors at all events were usually chosen on account of their real merits. But there was no truth in that report any more than in the others. Unfortunately, the rumours were not a great deal of annoyance, and added very much to the burden of his correspondence, because if you were a Peer you had to get robes, and if an Ambassador you must have boots (laughter), and all the trappings of office, robes, and boots proceeded to come to him like a flood, and his name (laughter) was being put in the future, he might be jealous in his heart for the possession of his seat (cheers).

## Lane, Crawford &amp; Co.

## NEW SEASONS FRUIT FOR PUDDINGS &amp; MINCEMEAT.

Valencia Raisins,  
Zante Currants,  
Turkey Sultanas,  
Candied Peel,  
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## PARISIENNE CONFECTIONERY

Fondants  
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## LANE, CRAWFORD &amp; CO.

## Balsamic.

## Cough.

## Linctus.

A nasty cough is very often the progenitor of such undesirable complaints as Asthma, Bronchitis, Shortness of Breath, &c. These you don't want, but what you do require is just a few doses of our famous Balsamic Cough Linctus—the ideal remedy for all Chest, Throat and Lung Diseases.

Sold in Bottles at \$1.00 and \$1.50.

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G. HARPER, Pharmaceutical Chemist, Manager.

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Hongkong, July 20, 1911.

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## NATAL LINE OF STEAMERS

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Proposed Sailing from Hongkong

Steamer from Hongkong, On or about Connecting at Calcutta with (on or about)

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PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS  
HOMeward PASSENGER SEASON 1913.

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers	Due	Due
Colombo		From Colombo to	Manila (Brindisi)	Plymouth (London)
		Manila and	2 days earlier	1 day later
		London		
Steamer	Tons	Steamer	Tons	
INDIA	8000	MOULTAN	10900	Saturday Feb. 15
ASSAYE	7500	MALWA	12500	March 1
HIMALAYA	7000	MORRA	11000	March 7
DEVANHA	8000	MARMORA	12500	March 15
DELTA	8000	MEDINA	12500	March 21
INDIA	8000	Through Steamer		March 28
ASSAYE	7500	MONGOLIA	10000	April 4
DEVANHA	8000	MACEDONIA	10000	April 11
CHINA	8000	MALWA	11000	April 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE £108.14 RETURN.

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INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

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CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

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Steamers	Leave Hongkong	Due	Due
		Manila	London
NOVARA	7000	January 22	about 8
SUNDA	7000	February 5	March 10
SARDINIA	7000	February 19	March 23
SOMALI	7000	March 5	April 16
NAMUR	7000	March 19	April 30
NARIN	7000	April 2	May 14
NYANZA	7000	April 16	May 28
NORE	7000	April 30	June 15
NILE	7000	May 14	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at

MARSEILLES, as noted.

1st SALOON £35.0 SINGLE £52.10 RETURN.

2nd £23.10 £37.4

For further particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

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For STEAMERS CAPTAIN TO SAIL.

TRANSFERRING on the Co's Steamers at SINGAPORE for BARATA, at COLOMBO for

CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours

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REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,

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Outward.

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S.S. SAMBLA ..... 8th Dec.

S.S. ARMENIA ..... 17th Dec.

S.S. ALTMARK ..... 27th Dec.

S.S. SILESIA ..... 14th Jan.

S.S. C.J.D. AHLERS ..... 28th Jan.

S.S. SUEVIA ..... 10th Feb.

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29th November

29th November.

CHANGSHA

31st December

4th January.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful

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Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is

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Hongkong, November 16, 1912.

1459

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REGULAR SERVICE FROM HONGKONG TO

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Carrying Cargo on through Bills of Lading to all Overland Common Points.

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The BANK LINE Steamers are of the Newest Design, have most Com-

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and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian

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NEXT SAILING.

FROM HONGKONG.

November 23rd.

FROM COLOMBO.

Tymeric, December 5th.

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## IMPERIAL GERMAN MAIL LINES.

For STEAMERS Tons To SAIL.

NAPLES, GENOA, ALGIER, YORCK, Capt. H. Rehm, WEDNESDAY, 27th Nov., at 10 a.m.

GIBRALTAR, SOUTHAMPTON, ANTWERP &amp; BREMEN.

SHANGHAI NAGASAKI, LUETZOW, Capt. J. Bortfeldt, THURSDAY, 28th Nov., at 10 a.m.

Kobe &amp; YOKOHAMA.

MANILA, ANGAUR, YAP, PRINZ SIGISMUND, Capt. D. Lenz, SATURDAY, 30th Nov., at 9 a.m.

NEWGUINEA, BRISBANE, SYDNEY &amp; MELBOURNE.

Kobe &amp; YOKOHAMA.

PRINZ WALDEMAR, Capt. H. Bremer, TUESDAY, 10th Dec., at 10 a.m.

KUDAT and SANDAKAN.

BORNEO, Capt. F. Sembill, About Middle of December.

All the steamers of the European Line are fitted with Wireless Telegraphy. New

System of Telephones.

For further Particulars apply to

Norddeutscher Lloyd,

MELOCHERS &amp; CO.,

General Agents, Hongkong &amp; China.

## PHILIPPINE STEAM-

## SHIP Co.

Steamship.

Tons

Deposits

For

Sailing Date

RUBI

4,000

J. Miller

Manila, Mangarin, Nov. 27, at 1 p.m.

SABRO

4,000

F. E. Cross

Manila, Mangarin, Dec. 7, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

1459

## Shipping.

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).

## MONTHLY FAST DIRECT SERVICE TO TRIESTE,

via SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID.

Accelerated Train Service from Trieste to Paris, London and Berlin.

S.S. BOHEMIA, 7900 tons, will leave as above on 18th November, at 5 p.m.

S.S. AFRICA, 8300 tons, will leave as above on 18th December, at 5 p.m.

Cheap rates, Hongkong-Trieste, Yanco: £30 1st class, £36 2nd class and £19 3rd class.

Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax,

no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. AFRICA, 8300 tons, will leave as above on 6th December, at Daylight.

S.S. ROSSER, 9600 tons, will leave as above on 5th January, at Daylight.

Cheap rates Hongkong-Shanghai £24 1st class, £24 2nd class and £13 3rd class.

## MONTHLY ORDINARY SERVICE.

S.S. NIPPON, 13900 tons, will leave for TRIESTE, VIENNA and VENICE

via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUER,

PORT SAID, about 3rd December.

S.S. PERIA, 15500 tons, will leave for TRIESTE, VIENNA and VENICE

via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, etc., about

31st December.

## TO KOBE,

S.S. PERIA, 15500 tons, will leave as above and to Yokohama via Shanghai

about 30th November.

S.S. E. F. FERDINAND, 12,000 tons, will leave as above about 30th December.

Superior accommodation for Salon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo taken at through rates to all ports in the Adriatic, the Levant and Black

Sea, also the North and South America. For information apply to

SANDER, WIELER &amp; CO., Agents,

PRINCE'S BUILDING.

Hongkong, January 3, 1913.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, latest and most luxurious Steamers on the Coast, having

splendid accommodation for First-Class Passengers. Electric Light. Excellent

Cuisine.

## FOR SWATOW, AMOY &amp; FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS.

CAPTAIN

LEAVING.

HAIYANG ..... Capt. A. E. Hodgins ..... FRIDAY, 22nd Nov., at 11 a.m.

HAICHING ..... Capt. W. O. Pasmore ..... TUESDAY, 26th Nov., at 11 a.m.

HAITAN ..... Capt. J. S. Roach ..... FRIDAY, 29th Nov., at 11 a.m.

Steamers will arrive at, and depart from the Company's Wharf

near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.

## THE EASTERN &amp; AUSTRALIAN

## STEAMSHIP CO. LIMITED.

## MAIL SERVICE

## TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers

Arrive Hongkong

Leave Hongkong

For Australia.

EMPIRE

Nov. 15.

Dec. 7th, at Noon.

ST. ALBANS

Dec. 13.

Jan. 4th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful

supply of ice, fresh provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, November 2, 1912.

## DIRECT ROUTE TO AMERICA.

## GREAT NORTHERN STEAMSHIP COMPANY.

## S.S. MINNESOTA.

Capacity 28,000 Tons. Length 630 Feet. Beam 73½ Feet.

21,000 Tons Gross Register. 34,500 Tons Displacement.

EQUIPPED WITH WIRELESS TELEGRAPHY.

(CAPT. T. W. GARRICK).

SAILS FROM HONGKONG ON MONDAY, February 3rd, at Noon.

## FOR

## SEATTLE, via NAGASAKI, INLAND SEA, KOBE

## AND YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (all

outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,

etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways

for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe

and Nagasaki, without extra charge.

For full information regarding freight or passage



## ASK FOR



**GROOTES' DUTCH COCOA**  
Absolutely Pure and Soluble.

**FOR SALE**  
AT  
**ALL STORES.**

30 Cents PER 1 POUND TIN.

Breakfast Cups  
**GRATIS**  
TO REGULAR BUYERS.

**MacEwen, Frickel & Co.,**

Sole Agents for South China.

4, DES VŒUX ROAD.

## To-day's Advertisements

In the Matter of THE COMPANIES' ORDINANCE No. 33 of 1911 and  
In the Matter of THE SAM WANG LAND INVESTMENT, LOAN & AGENCY CO., LTD.  
(In Liquidation).

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the offices of Messrs. PARKY SMITH, SMITH & FRANKS, Accountants and Auditors, 5, Queen's Road Central, Hongkong, on WEDNESDAY, the 27th day of November, 1912, at 12 o'clock Noon. When the subject of Resolution which was passed at an Extraordinary General Meeting of the Company held on the 12th day of November, 1912, will be submitted for confirmation as a Special Resolution.

That the Liquidator do and he hereby authorizes to accept a composition of 50% of the Principal and Interest due by the partners of Tai On Co., the Kin Hing Co., and the Yu Fung Bank up to the 1st June, 1912, together with interest from that date to the date of payment.

Hongkong, the 15th day of November, 1912.

J. HENNESSEY SETH, Liquidator.

1462

TO LET.

Office to let, 1st Floor, very central, fine large and two small rooms. Small Godown.

Apply "C. B. A."

Care of "CHINA MAIL" Office.

Hongkong, November 19, 1912. 1464

PUBLIC AUCTION.

THE Undersigned have received instructions from Major HARRIS, R.N., to sell by Public Auction

on

FRIDAY,

the 29th November, 1912, at 2.30 p.m., at

"No. 5, LYNNON VILLAS, Kowloon."

THE

VALUABLE HOUSEHOLD

FURNITURE,

&c., &c.

Therein contained.

(Full Particulars from Catalogue).

Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, November 19, 1912. 1465

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship

ALBESIA.

Captain G. HARRIS, having arrived, con-

signees of Cargo are hereby informed that

these goods are being landed and placed at

their risk in the Godowns and for extra

charges Godowns of the Hongkong &

Kowloon Wharf & Godown Company,

Limited, whence delivery may be obtained

against Bills of Lading consigned by the

Undersigned.

Optional Cargo will be carried on unless

notice to the contrary be given 10 days

before the date of arrival, after which

days it cannot be recognized.

No claims will be admitted after the

Goods have been landed, and all cargo

must be landed before the 25th inst.

will be subject to rent.

All broken, chafed and damaged Goods

must be left in the Godowns where they

will be examined on the 25th inst., at

9.30 a.m.

No fire Insurance will be effected by us

in any case whatever.

This steamer brings on cargo—

Ex s.s. Jolo from Bremen.

Ex s.s. Gascia from Havre.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, November 19, 1912. 1464

China Coast Meteorological

Register.

November 19—A.M.

Station.

Height.

Barometer.

Temperature.

Humidity.

Direction.

Force.

Weather.

Yokohama 74.30 30.10 48 66

Nagasaki 74.30 30.10 48 66

Kobe 74.30 30.10 48 66

Osaka 74.30 30.10 48 66

Kyoto 74.30 30.10 48 66

## SHIPPING

## ARRIVALS.

November 18.

Dunlop Castle, British str., 5,625, W.

F. Stanley, Marseilles (Oct. 19, Fort Said

24, Colombo Nov. 4, and Singapore 13,

Ballast.—JARDINE, MATHESON & Co., Lt.

November 19.

Wingang, British steamer, 1,517, T. H.

Likunan, from Wuhu, Rice for Canton.—

JARDINE, MATHESON & Co.

Aloria, German steamer, 3,223, Habel,

Hamburg and Singapore Nov. 12, General.

HAMBURG-AMERICA LINE.

Bohman, Austrian steamer, 4,300, O.

Morana, Singapore Nov. 18, General.—

SANATA, WITZER & Co.

Wakasa Maru, Japanese str., 3,923, N.

Nielsen, Bombay Nov. 1, and Singapore

12, General.—NIPPON Yusen Kaisha.

Haimun, British str., 641, J. W. Evans,

Singapore Nov. 13, General.—DORLAND

STAMMERT & Co., Lt.

Nikko Maru, Japanese str., 3,430, M.

Tagi, Yokohama and Singapore Nov. 13,

General.—NIPPON Yusen Kaisha.

Tsunu Maru (No. 11), Japanese str.,

2,001, Uchikoshi, Port Arthur Nov. 13,

General.—MITSUBISHI KAISEN.

Sabine Rickmers, Dutch str., 573, De

Vries, Swatow November 18, Ballast.—

ANTARCTIC STEAMSHIP CO.

Standard, Norwegian str., 364, Steen-

arch, from Sumatra, General.—AAGAARD

THOMSEN & Co.

Yuenan, British steamer, 1,323, P. H.

Rolle, Manila November 18, General.—

JARDINE, MATHESON & Co., Lt.

DEPARTURES.

November 18.

Ernest Wmora, for Shanghai & Yokohama.

Singapore, for Shanghai and Yokohama.

November 19.

Paul Leant, for Saigon and Marseilles.

Dubulah, for San Francisco.

Rajah, for Port Wallah.

Chingang, for Canton.

Deke Rickmers, for Yokohama.

Haimun, for Swatow and Shanghai.

Wakasa Maru, for Singapore.

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Wakasa Maru, for Singapore.

TEETHING ECZEMA  
IN RED BLOTCHES

On Face, Head and Ears. Scratched  
Until It Bleed. Had to Cover Her  
Hands. First Dressing with Cuti-  
cure Soap and Ointment Alayed  
Itching. Soon Completely Cured.



"When my baby was six weeks old she  
broke out on her face in red blotches, then her  
head and ears were affected. She scratched  
herself till the blood  
used to drip off her  
ears. I used to cover  
her hands up with her  
ears. Her sufferings  
were terrible."  
"I tried ointments  
and blood mixtures but  
none of them did her  
any good. I took her  
to the doctor and he  
called it teething ec-  
zema. Looking through  
the paper I saw how a  
case similar to my  
baby's was cured by  
Cuticura Soap and Ointment. I resolved to  
get some. The first dressing allayed the  
itching. I went on with the Cuticura Soap  
and Ointment and in a short time  
her face and head were quite clear, and she  
was completely cured through the use of  
the Cuticura Soap and Ointment. I tried  
different kinds of ointments and medicines  
but after trying the sample of Cuticura Soap  
and Ointment I bought a large box. She  
is now one year and nine months old and  
her face is as smooth as anything." (Signed)  
Mrs. Fairclough, 119, Fry Street, Port. St.  
St. Helena, Lancs, Eng. July 13, 1911.  
A single case of Cuticura Soap and box of  
Cuticura Ointment are often sufficient. They  
are sold throughout the world. A liberal  
sample of each with 25¢ book free from  
Cuticura Co., 7 Newbury & Sons, 27, Char-  
terhouse Sq., London, E.C. 4, or The Cuticura  
Co., N. S. W. London, or The Cuticura Co.,  
Petter D. & Co. Corp. sole props., Boston, U.S.A.

## POST OFFICE NOTICES.

The s.s. Anhui is expected to arrive

here on Wednesday, the 20th Nov., with

the London Mail via Siberia of Wednes-

day and Friday, the 30th Oct. and 1st Nov.

Mails will close for—

SWATOW, AMOY & FOOCHEW.

Per Kaito Maru, at 9 a.m., on Wednes-

day, the 20th Nov.

HOIHOW, HAIPHONG, PAKHOI &

SAIGON.

Per Chungking, at 9 a.m., on Wednes-

day, the 20th Nov.

SHANGHAI, NORTH CHINA, JAPAN

Via KOBE.

Per Aloria, at 9 a.m., on Wednesday,

the 20th Nov.

SHANGHAI, NORTH CHINA &

JAPAN Via KOBE.

Per Nanyang, at 10 a.m., on Wednesday,

the 20th Nov.

JAPAN Via NAGASAKI.

Per Kaito Maru, at 9 a.m., on Wed-

nesday, the 20th Nov.

SWATOW.

Per Haimun, at 10 a.m., on Wednesday,

the 20th Nov.

PNOMPHEN.

Per Binhuang, at 10 a.m., on Wednes-

day, the 20th Nov.

MACAO.

Per Sui Tai, at 1.15 p.m., on Wednes-

day, the 20th Nov.

STRAITS.

Per Haimun, at 4 p.m., on Wednesday,

the 20th Nov.

SHANGHAI, NORTH CHINA & JAPAN

Via KOBE.

Per Waka Maru, at 4 p.m., on Wed-

nesday, the 20th Nov.

JAPAN Via KOBE.

Per Kaito Maru, at 4 p.m., on Wednes-

day, the 20th Nov.

PHILIPPINE ISLANDS.

Per Aloria, at 9 p.m., on Wednesday,

the 20th Nov.

SHANGHAI & NORTH CHINA.

Per Nanyang, at 3 p.m., on Thursday, the

21st Nov.

TIENTSIN.

Per Kaito Maru, at 3 p.m., on Thursday,

the 21st Nov.

SWATOW, AMOY & FOOCHEW.

Per Haimun, at 10 a.m., on Friday,

the 22nd Nov.

PHILIPPINE ISLANDS, AUSTRALIA,

TASMANIA & NEW ZEALAND.

Via THURSDAY ISLAND.

Per Nikko Maru, at 11 a.m., on Friday,

the 22nd Nov.

SHANGHAI & NORTH CHINA.

(Europe via Siberia).

Per Dunlop, at 11 a.m., on Friday, the

22nd Nov.

STRAITS & INDIA Via CALCUTTA.

Per Chungking, at 11 a.m., on Saturday,

the 23rd Nov.

PHILIPPINE ISLANDS.

Per Yuenan, at 1 p.m., on Saturday,

the 23rd Nov.